

### IN THE CLAIMS:

Please amend the claims, as follows:

1. (currently amended) An apparatus for processing a signal in a moveable vehicle having an engine, comprising:
  - a first fuel governor operable to receive a throttle signal indicative of a desired throttle of the vehicle and to transmit a first fuel signal indicative of a first desired quantity of fuel to be supplied to the engine as a function of the throttle signal;
  - a second fuel governor operable to receive the throttle signal and to transmit a second fuel signal indicative of a second desired quantity of fuel to be supplied to the engine as a function of the throttle signal;
  - a first sensor operable to determine a first characteristic of the vehicle indicative of whether the vehicle is in motion, and to transmit a first selecting signal as a function of the first characteristic; and
  - a governor-selecting device coupled with the sensor to receive the first selecting signal, the governor-selecting device operable to at least one of:
    - receive the throttle signal and to transmit the throttle signal to one of the first and second governor as a function of the first selecting signal; and
    - be coupled with the first and second governor to respectively receive the first and second fuel signals, and operable to transmit one of the first and second fuel signals as a function of the first selecting signal,

wherein the first selecting signal is indicative of whether the vehicle is in motion and the governor-selecting device is operable to at least one of:

  - transmit the throttle signal to the first governor as a function of the vehicle being in motion and to transmit the throttle signal to the second governor as a function of the vehicle not being in motion; and
  - transmit the first fuel signal as a function of the vehicle being in motion and to transmit the second fuel signal as a function of the vehicle not being in motion.

2. (original) The apparatus of claim 1 wherein the first characteristic of the motor vehicle comprises at least one of whether the vehicle is in motion, whether a parking brake is set, and whether a transmission of the vehicle is in neutral.

3. (cancelled)

4. (original) The apparatus of claim 1, further comprising:  
a second sensor operable to determine a second characteristic of the vehicle and to transmit a second selecting signal as a function of the second characteristic; and  
the governor-selecting device is operable to be coupled with the second sensor to receive the second selection signal, and to at least one of:  
transmit the throttle signal to one of the first and second governors as a function of at least one of the first and second selecting signals; and  
transmit one of the first and second fuel signals as a function of at least one of the first and second selecting signals

5. (original) The apparatus of claim 4 wherein one of the first selecting signal and the second selecting signal is indicative of whether the transmission is in neutral and the other of the first selecting signal and the second selecting signal is indicative of whether the vehicle is in motion; and

the governor-selecting device is operable to at least one of:  
transmit the throttle signal to the first governor as a function of the vehicle being in motion and transmit the throttle signal to the second fuel governor as a function of the vehicle not being in motion and the transmission being in neutral; and  
transmit the first fuel signal as a function of the vehicle being in motion and to transmit the second fuel signal as a function of the vehicle not being in motion and the transmission being in neutral.

6. (original) The apparatus of claim 1 wherein the second fuel governor is further operable to receive a second control signal indicative of a third characteristic of the vehicle, and the second fuel governor is further operable to transmit the second fuel signal as a function of the second control signal.

7. (original) The apparatus of claim 6 wherein the third characteristic of the vehicle comprises an engine speed.

8. (original) The apparatus of claim 1 wherein the first fuel governor is operable to control engine power; and  
the second fuel governor is operable to control engine speed.

9. (original) The apparatus of claim 1 wherein the moveable vehicle comprises a truck.

10. (original) The apparatus of claim 1 wherein the first fuel governor the second fuel governor, and the governor-selecting device comprise circuits.

11. (original) The apparatus of claim 10 wherein the circuits comprise at least one of hardware and software.

12. (currently amended) An apparatus for processing a signal in a moveable vehicle having an engine, comprising:

a first combustion governor operable to receive a first control signal and to transmit a first governor signal operable to control an engine speed of the engine as a function of the first control signal;

a second combustion governor operable to receive the first control signal and to transmit a second governor signal operable to control an engine power production of the engine as a function of the first control signal;

a first sensor operable to determine a first characteristic of the vehicle indicative of whether the vehicle is in motion, and to transmit a first selecting signal as a function of the first characteristic; and

a governor-selecting device coupled with the sensor to receive the first selecting signal, the governor-selecting device operable to at least one of:

receive the first control signal and to transmit the first control of the first selecting signal; and

be coupled with at least one of the first and second governors to receive at least one of the first and second governor signals, and operable to transmit one of the first and second governor signals as a function of the first selecting signal,

wherein the first selecting signal is indicative of whether the vehicle is in motion and the governor-selecting device is operable to at least one of:

vehicle being in motion and to transmit the first control signal to the second governor as a function of the vehicle not being in motion; and

transmit the first governor signal as a function of the vehicle being in motion and to transmit the second governor signal as a function of the vehicle not being in motion.

13. (original) The apparatus of claim 12 wherein the first control signal comprises a throttle signal.

14. (original) The apparatus of claim 12 wherein the first and second governor signals comprise fuel signals indicative of at least one of a desired quantity of fuel, a desired quantity of air, and a desired quantity of an air/fuel mixture for the engine.

15. (original) The apparatus of claim 12 wherein the first characteristic of the motor vehicle comprises at least one of whether the vehicle is in motion, whether a parking brake is set, and whether a transmission of the engine is in neutral.

16. (cancelled)

17. (original) The apparatus of claim 12, further comprising:  
a second sensor operable to determine a second characteristic of the vehicle and to transmit a second selecting signal as a function of the second characteristic; and  
the governor-selecting device is operable to be coupled with the second sensor to receive the second selection signal, and operable to at least one of:  
transmit the first control signal to one of the first and second governors as a function of at least one of the first and second selecting signals; and  
transmit one of the first and second governor signals as a function of at least one of the first and second selecting signals.

18. (original) The apparatus of claim 17 wherein one of the first selecting signal and the second selecting signal is indicative of whether the transmission is in neutral and the other of the first selecting signal and the second selecting signal is indicative of whether the vehicle is in motion; and

the governor-selecting device is operable to at least one of:

transmit the first control signal to the first governor as a function of the vehicle being in motion and transmit the first control signal to the second governor as a function of the vehicle not being in motion and the transmission being in neutral; and

transmit the first governor signal as a function of the vehicle being in motion and to transmit the second governor signal as a function of the vehicle not being in motion and the transmission being in neutral.

19. (original) The apparatus of claim 12 wherein the second combustion governor is further operable to receive a second control signal indicative of a third characteristic of the vehicle, and the second combustion governor is further operable to transmit the second governor signal as a function of the second control signal.

20. (original) The apparatus of claim 19 wherein the third characteristic of the vehicle comprises an engine speed.

21. (original) The apparatus of claim 12 wherein the moveable vehicle comprises a truck.

22. (original) The apparatus of claim 12 wherein the first combustion governor, the second combustion governor, and the governor-selecting device comprise circuits.

23. (original) The apparatus of claim 22 wherein the circuits comprise at least one of hardware and software.

24-36. (cancelled)